

authorities will continue to see her as a symbol of dissent, and continue to harass her in every way imaginable.

The U.S. government at all levels, including the highest, must speak up clearly for her freedom.

I end today by leaving you with Liu words to his wife on the last day before his trial for subversion of state power in 2009:

"Even if I am crushed into powder, I will embrace you with ashes. I will calmly face the impending trial, with no regrets for my choices, and will look forward with hope to tomorrow."

#### HONORING FORMER SENATOR BOB DOLE

The SPEAKER pro tempore. The Chair recognizes the gentleman from Kansas (Mr. MARSHALL) for 5 minutes.

Mr. MARSHALL. Mr. Speaker, I rise today to wish former Kansas Senator Bob Dole a happy 94th birthday, which he celebrated this weekend.

Born in Russell, Kansas, 94 years ago, Senator Dole dedicated his life to being a public servant. In 1945, after nearly giving his life in World War II, then-2nd Lieutenant Bob Dole earned two Purple Hearts and the Bronze Star for his combat valor in Italy. He would later, of course, win the Presidential Medal of Freedom.

After serving as the Representative for the First District, the district I represent, he became Senator Bob Dole in 1968. I well remember sitting in my own classroom of third grade in Ms. Hileman's class at Jefferson grade school and reading our weekly reader, reading about a very contentious race involving Bob Dole. And, of course, Senator Dole went on to win that race and to serve Kansas until his 1996 Presidential run.

To date, Senator Dole has the record for the longest serving Republican leader in the Senate. Currently, Senator Dole keeps a very busy schedule working here in Washington, D.C., and continues public service in a variety of ways. On many Saturdays, he can be seen greeting veterans at the World War II Memorial, something I have had the pleasure of doing with him.

His international impact is still felt in programs like the McGovern-Dole International Food for Education program, which helps fight childhood hunger and poverty by providing nutrition to more than 22 million school children in 41 developing countries.

Mr. Speaker, as this body debates legislation and its impacts, we would do well to keep in mind leaders like Senator Dole, who never forgot about the human impact of each bill, who has embodied public service his entire life, and who never forgot where he was from, Russell, Kansas.

Happy 94th birthday to my friend, our mentor, our fellow Kansan, Senator Bob Dole.

#### WELCOME HOME FIRST INFANTRY DIVISION

Mr. MARSHALL. Mr. Speaker, I rise today to welcome home our First Infantry Division Headquarters, who have been stationed in Iraq for the last

9 months, advising and assisting Iraqi security forces.

Approximately 150 soldiers in the division returned home this weekend, with the rest returning to Fort Riley later this month. Major General Martin, the commanding general of the First Infantry Division at Fort Riley, was among the soldiers who returned home recently. We thank him for his service abroad and are looking forward to working with him at Fort Riley.

This marks the first time that almost our entire division is back home together on one post. However, one aviation battalion is still currently deployed in the Republic of Korea. These soldiers and their families, especially their families, sacrifice greatly, and it certainly does not go unnoticed.

They are part of a distinguished division, the Big Red One, and return home just in time for celebrations of the division's 100th anniversary.

Welcome home to General Martin and the rest of his troops.

#### HONORING AMELIA EARTHART

Mr. MARSHALL. Mr. Speaker, I rise today to acknowledge one of Kansas' most well-known natives, Amelia Earhart.

Amelia was raised in Atchison, Kansas, and would be 120 years old this month, and this month also is the 80th anniversary of her disappearance.

After taking her first plane ride in 1920, she soared to the top of the aviation world attempting to accomplish the audacious flight around the world. Amelia's history has helped shape the future Kansas would have in aerospace industry today.

Her numerous accomplishments, such as being the first woman to fly solo across the Atlantic and being elected president of The Ninety-Nines, a women's aviation club, has helped pave the way for Kansans today and make her print in history.

Thanks, in part, to Amelia, 67 percent of the general aviation fleet has been manufactured in Kansas since 1919. It is an honor to have her from Kansas, and on her birthday, to recognize all she has done for Kansas, aviation, women, and our national pride.

#### WHO HAS CONTROL OVER OUR SKIES

The SPEAKER pro tempore. The Chair recognizes the gentleman from Louisiana (Mr. ABRAHAM) for 5 minutes.

Mr. ABRAHAM. Mr. Speaker, I rise today to bring attention to a very critical issue that has occurred concerning our skies and the control thereof.

Our U.S. airspace is the busiest airspace in the world and, alone, is the safest and most successful. We have over 87,000 flights per day in the United States airspace. Our wonderful friends from Canada, just to the north, have only a mere fraction of that.

For decades, our air traffic control has been successfully managed under the FAA with the oversight of Congress

and the American taxpayer. Like any system, there is always room for improvement and modernization. However, there are some who think that the only way to get to modernization is through privatization. This could not be further from the truth.

Congress will soon begin debating an FAA reauthorization bill. Chairman SHUSTER and the Committee on Transportation and Infrastructure have done a commendable job and worked tirelessly to craft a bill that brings much-needed reforms to the FAA. However, I strongly disagree with the idea to give control of air traffic services to a private corporation governed by a board made up of special interests. There are just too many reasons why this is a bad idea.

Under the plan, the corporation would operate air traffic control by charging flyers user fees. A private corporation concerned with raising money from user fees will be heavily incentivized to prioritize air traffic services where it can raise the most money.

This incentive would be very harmful to constituents like mine in rural areas who could very well see a reduction in air traffic services.

Further, a private user fee model would undoubtedly reduce revenues to the Airport and Airway Trust Fund, as the administration's own budget predicts. This fund is critical for upgrades and maintenance in small- and medium-sized airports across the country.

Reliable air traffic services and airport infrastructure are essential for rural areas to attract business, for economic growth, and for Americans to have access to safe and efficient travel. This plan is bad for rural America.

Spinning off air traffic control to a private corporation is also a major liability for the American taxpayer. The administration's budget predicts that privatization of air traffic control would cost almost \$46 billion over 10 years. These costs would be compounded by the fact that the private corporation will be required to hire all current Federal air traffic employees, continue to contribute to their Federal benefits and healthcare, and continue to collectively bargain with their union representatives. This is hardly privatization and hardly modernization.

Even more concerning, the taxpayers would likely be on the hook if the corporation took on more debt than it can pay for and is unable to safely operate our skies.

Yes, the bill says there is no Federal guarantee for the corporation, but this hasn't stopped the Federal Government from being forced to bail out other so-called private corporations to the tune of hundreds of billions of dollars such as Fannie Mae and Freddie Mac.

Our airspace is a public resource and a great national treasure. Control over it should not be handed over to a private board with no oversight from Congress and, therefore, no obligation to